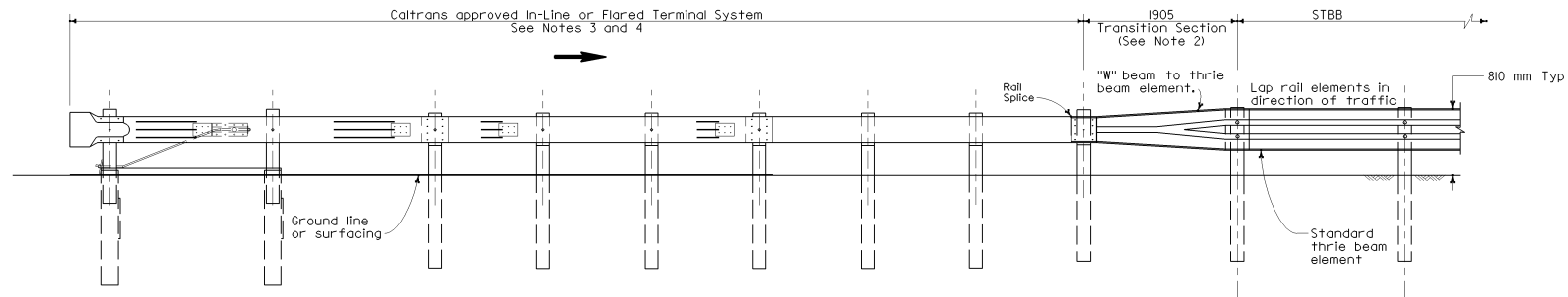


**END ANCHOR FOR TRAFFIC DEPARTURE END
OF SINGLE THRIE BEAM BARRIER**

(For one-way roadways)
See Note 1



**ELEVATION
END TREATMENT FOR TRAFFIC APPROACH END
OF SINGLE THRIE BEAM BARRIER**



DIST.	COUNTY	ROUTE	KILOMETER POST TOTAL PROJECT	SHEET TOTAL NO. SHEETS

Ellis K. Hirst
REGISTERED CIVIL ENGINEER

July 1, 2004
PLANS APPROVAL DATE

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

Ellis K. Hirst
No. C17926
Exp. 6-30-05
CIVIL
STATE OF CALIFORNIA

To get to the Caltrans web site, go to: <http://www.dot.ca.gov>

NOTES

- For additional details of End Anchor Assembly (Type SFT), see Standard Plan A77H.
- The "W" beam to thrie beam section is only required where the terminal system connection to the thrie beam barrier is a "W" beam rail.
- In-line Terminal System End Treatments are used where site conditions will not accommodate a flared end treatment. The type of terminal system to be used will be shown on the Project Plans.
- A Caltrans approved crash cushion should be used in place of a terminal system end treatment where the backside of the railing would be exposed to traffic.
- A 1830 mm length steel foundation tube, TS 203 x 152 x 4.8, without a soil plate, may be furnished and installed in place of the 1375 mm length steel foundation tube and soil plate shown. Minimum embedment of the 1830 mm length tube shall be 1760 mm. A 16 mm ϕ hex head bolt and nut shall be installed in the hole in the 1830 mm length tube to keep the wood post from dropping into the tube.
- Direction of adjacent traffic indicated by .

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

**SINGLE THRIE BEAM BARRIER
END ANCHOR ASSEMBLY AND
TERMINAL SYSTEM
END TREATMENT**

NO SCALE
ALL DIMENSIONS ARE IN
MILLIMETERS UNLESS OTHERWISE SHOWN

A78E1